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SUPPLEMENT TO
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1. From 1948 to 1951, the waters near Peenemuende were surveyed and dredged on orders of the Generaldirektion Schifffahrt (Directorate General of Shipping). The survey showed that during the period from 1935 to 1945, about 4,000,000 cubic meters of earth needed for the airfield and the area of the Peenemuende experimental station, had been dredged from the bottom of the lower Peene River; that the navigable channel between Karlshagen and "Der Ruten" Island had been improved considerably; and that various harbors and landing places had been built and improved. These improvements, as well as the results of surveys made after 1945, were not charted on German hydrographic charts and, after the establishment of the Sea Police, were classified secret.
2. The surveys made between 1943 and 1951 indicated that Karlshagen Harbor, which, prior to the erection of the Peenemuende experimental station, had only been the widened mouth of a meadow ditch, and had been used as a mooring berth for local fishing cutters, had a new harbor basin five meters deep with a surface area of about 100 by 200 meters, had been fitted with quays revetted with sheet pilings, including paved north and east quays and a protected south quay. Dolphins were erected in front of the harbor. A new wooden landing stage for fishing vessels, and a concrete road, about 1,500 meters long, to the village of Karlshagen, were built on the opposite banks. Another basin, about 20 by 40 meters with a depth of 3 meters, had been built north of this harbor basin. The harbor of Peenemuende Kraftwerk (power station), which was on the north edge of Kaemmerer See (lake), on the bight where the remnants of the village of Peenemuende were located, and where the super power station had been built between 1940 and 1942, had a mean depth of four meters, a surface area of about 120 by 220 meters, a pier about 350 meters long, and a marine railway for vessels up to 150 tons displacement. It was designed to be used as a coal harbor for the super power station and, since 1952, has been used by the Sea Police for berthing a minesweeping and coast guard flotilla. Hafen West

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(West Harbor), which was built from 1937 to 1939 for vessels of the experimental station, had a basin of about 90 by 220 meters, about 4 meters deep, quay walls revetted with iron sheet pilings, and a concrete approach road. Kroeslin Harbor has a new quay 145 meters long. The quay and the approach road were repaired and improved between 1949 and 1951, while Kroeslin Lake was dredged to a depth of 5 meters in places. From 1937 to 1939, a quay, 50 meters long, with iron sheet pilings, was constructed and a dredged depth of about 4 meters was achieved at Freest Harbor. In 1952, the Directorate General, Shipping, planned to expand the harbor toward the north-east by a jetty.

3. The waterway between Karlshagen and the Kaemmerer See was considerably widened on its right hand bank, and major dredging operations were carried out in the Kaemmerer See toward the Peenemuende power station harbor. The approach channel to Kroeslin Harbor was widened and dredged to a depth of 5 meters. A new waterway to Freest Harbor, 30 meters wide and 5 meters deep, was dredged north of spar "S".

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